

FROM OUR OWN CORRESPONDENT

REPORT OF THE AUDITOR OF THE
CANAL DEPARTMENT.

Including a balance on the 1st of Oct., 1855, of

The system long in use on the subject of repairs seems to be as perfect as the law can make it. Ordinary repairs are subject to the direction of the Canal Commissioners, acting individually over their respective divisions. Extraordinary repairs, in cases not involving an expenditure of over \$30,000, for which legislative warrant must be had, belong to the Commissioners as a Board. No money can be advanced for any new and extraordinary work except upon a detailed estimate to be approved by the Board; nor can any

The following statement shows the tonnage of all the Canals of the State from 1850 to 1855, inclusive, the total movement in the years stated, and the total value of all the property carried on the Canals in each year.

The two lines of Railway in the State which, during the season of Canal navigation, most effectually and seriously compete with the Canals in the transport of freight, are the New-York and Erie and the New-York

that year. The whole tonnage of all the Canals the same year was 4,247,885. But it will be seen by reference to the above table that in 1854 and 1855 there was a steady and gradual decrease of tonnage from that of 1853, amounting to 225,236 tons in 1854, while the tonnage on the New York and Erie Railroad had increased from 1853 to 1855, 21,016 tons, and on the New York Central in one year, 192,288 tons. The railroad reports do not give us the means of ascertaining how much of this increased tonnage arose from traffic not transportable on the Canals. The increase of that traffic, however, in 1855 does not, it is supposed, reach 50,000 tons. We cannot assume with any ex-

road the last year have been from passengers, \$1,666,671; from freight, \$4,345,781; total, \$6,349,050. And the transportation expenses for the year are stated in the report of this Company at 49.06 per cent of the gross earnings.

the State. A constitutional obligation not only rested upon the Legislature but also upon the Canal Board, and the Commissioners of the Canal Fund, to take care

After a careful examination and search, the Auditor has not been able to find any law which authorizes the creation of a debt under sec. 10 of the 7th article, except the act, chap. 374 of the Laws of 1849, to provide for extraordinary repairs of the canal, the act, chap. 260 of the Laws of the same year, to provide the means

Mary Callaghan, who, for some time, had been in the Lunatic Asylum on Blackwell's Island, called on Tuesday evening at the residence of Bishop Hughes and demanded \$200 which, she alleged, he owed her. The Bishop tried in vain to convince the woman of her error, but she persisted that she was right, and finally became so indignant at not getting the money that she threw stones at the house and broke one of the window-panes. The police arrested her, and Justice Osborn sent her back to the Asylum.